

**CONFIDENTIAL**

**Interagency Group/Countermeasures**

Washington, D.C. 20505

04 MAR 1983

**MEMORANDUM FOR THE CHAIRMAN, SENIOR INTERAGENCY GROUP-  
INTELLIGENCE**

**SUBJECT: National Policy for Overflights of Foreign  
Civil Aircraft (U)**

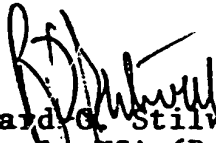
(C) Section VII, paragraph D., of last year's NSSD-2 Study, Capabilities Against the Hostile Intelligence Threat 1983-1988, noted that overflights of civil aircraft from certain countries posed a potential security threat to the United States and suggested the need for a mechanism to promulgate policy and coordinate interagency activities relating to such flights.

(U) The Interagency Group/Countermeasures (IG/CM) has developed a response to that need (TAB A), which we recommend for SIG-I approval and promulgation, as appropriate, as national policy.

(U) There is a unanimous consensus that such a mechanism is needed. The proposed program would assign overall responsibility to the Secretary of State and would establish an Overflight Security Committee under the Secretary of Transportation to carry out the provisions of the program.

(U) At the IG/CM meeting of 18 February a representative of the Department of Transportation indicated his Department's preference for either State or Defense to chair the new committee. In view, however, of the general sentiment that the Department of Transportation and its operating agency, the Federal Aviation Administration, are in the best position to anticipate the need for policy determinations and to coordinate any U.S. actions required by particular circumstances, it was agreed to raise the matter to appropriate departmental officials for reconciliation.

(U) Accordingly, it is recommended that when the SIG-I convenes to consider this issue, the Secretary of Transportation, or her representative, be invited to participate.

  
Richard C. Stilwell  
General, USA (Ret.)  
Chairman, IG/CM

Attachment  
As stated

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PROPOSED NSDC

U. S. OVERFLIGHT SECURITY PROGRAM

1. National security interests require that measures be taken for the protection of U.S. defense facilities from threats of espionage and intelligence collection operations directed against such facilities by foreign civil aircraft. This program establishes a committee to advise the Department of State and other agencies with responsibility for the operation of foreign civil aircraft in the U.S. and to recommend changes in current policies and procedures, where appropriate.

2. The Secretary of State is hereby assigned the responsibility, in conjunction with the Secretaries of Transportation, Defense, and Treasury, the Attorney General, the Director of Central Intelligence, and the Chairman of the Civil Aeronautics Board, for the coordination of U.S. overflight security policies with respect to access to and routing in U.S. airspace of such foreign aircraft. Differences with respect to these policies that cannot be reconciled by the Secretary of State shall be referred to the Assistant to the President for National Security Affairs for resolution by the National Security Council.

3. To carry out the provisions of this directive, there is hereby established an Overflight Security Committee, chaired in the Department of Transportation (Federal Aviation Administration), and comprised of representatives of the Departments of State, Defense, Justice, and Treasury, the Civil Aeronautics Board, and as observing member, the Central Intelligence Agency.

4. The Overflight Security Committee shall -

a. consider current policies and procedures under which the U.S. Government deals with flights in the U.S. by aircraft of foreign countries and shall recommend to the Secretary of State changes where appropriate;

b. develop and recommend to the Secretary of State policies and procedures to enforce U.S. airspace integrity, including the determination of clearly defined lines of communication, responsibility, and decision-making authority. Such policies and procedures shall ensure that the U.S. has the capability to respond to unauthorized flights and route deviations on a timely basis during the flight of the aircraft in question; and

c. be responsible for the implementation of policies and procedures determined in accordance with subparagraphs a. and b., above.